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[Man walks into spinning airplane propeller](#)

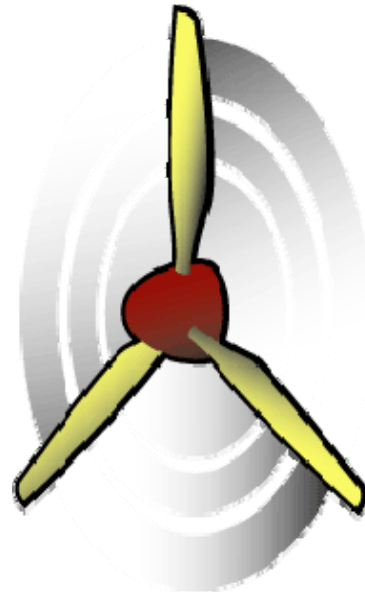
A 50-year-old man is recovering in Health Sciences Centre from injuries he suffered when he walked into a small aircraft's rotating propeller blades yesterday in the hamlet of Kleefeld.

The Kleefeld resident suffered non-life threatening upper-body injuries -- a dislocated right shoulder and lacerations to his right side -- in the accident and will survive **what could have been a fatal mistake**.

"The chances of surviving impact with a propeller on any aircraft are remote," RCMP Staff Sgt. Steve Saunders said last night. "This gentleman is extremely fortunate."

Kleefeld is about 45 kilometres southeast of Winnipeg on Provincial Road 216.

Saunders said the 56-year-old pilot was taxiing his single-engine Cessna 150 from a church in the village to a hangar on his property nearby when the accident occurred about 4:30 p.m.



"They were about to cross (PR 216) and one of the men who was helping him (by stopping oncoming traffic) walked in front of the propeller," Saunders said. "He had his vehicle there and he was trying to make sure that the wing of the plane was going to clear his vehicle."

The propeller is driven by the engine in the plane's nose. Propellers, in general, spin at high speed and can sever limbs and cause fatal injuries to a person who comes in contact with the rotating blades.

Saunders didn't know how long of a hospital stay the unidentified man would require. He was taken to Bethesda Hospital in Steinbach and then transferred to HSC in Winnipeg.

RCMP continue to investigate the accident, along with the Transportation Safety Board of Canada, Saunders said.

[NTSB releases accident reports](#)

HILO, Hawai'i — [The National Transportation Safety Board is blaming mechanical problems](#) for an accident in which a helicopter was forced to ditch in the ocean last year about 50 yards offshore near Honokohau National Historical Park north of Kailua, Kona.



Other reports released by the NTSB blamed pilot error for two other helicopter accidents this year, including one where a helicopter rolled on its side at the Kailua, Kona, airport, and another where a pilot landing in a wooded area on Maui allowed the helicopter's main rotor blades to strike a tree.

The agency blamed a fourth accident, a hard landing near McGregor Point on Maui in 2005, [on contaminated fuel](#).

In the April 23, 2005, accident in Kona, a single-engine Robinson Helicopter Co. R22A had just departed the Kailua airport with a flight instructor and a student aboard when the pilot was forced to ditch in the ocean.

The helicopter, owned by Mauna Loa Helicopters, was climbing above the 1,300-foot level when the engine "just quit," the pilot told the NTSB. Neither the instructor nor the student was injured, and the helicopter ended up in about eight feet of water.



The NTSB listed the probable cause of the accident as failure of one of the engine's exhaust valves, adding that "failure of maintenance personnel to adequately check" portions of the exhaust valve assembly contributed to the accident.

In a second mishap, the NTSB said the rotor blades of a Hughes 369D were ruined on July 7 in Kihei when a Windward Aviation Inc. pilot allowed the blades to strike a tree while attempting to land to retrieve an animal.

The flight was a reconnaissance and eradication mission by the Tri-Isle Resource Conservation and Development Council, which is under the U.S. Department of Agriculture, according to the NTSB report.

The three people aboard were uninjured, and the helicopter landed a short distance away after the mishap near Kihei. The helicopter was later flown back to Kahului for repairs, according to the NTSB.

Pilot error was also blamed in another accident at the Kona airport on March 23, when a Robinson R-22B helicopter rolled onto its left side while hovering above the tarmac during an instructional flight.

The aircraft was operated by Mauna Loa Helicopters, and the pilot and student were uninjured. The NTSB ruled the accident was caused by the instructor's "**delayed remedial action**" when an inexperienced student encountered problems.

Contaminated fuel was blamed for a hard landing by a Windward Aviation Hughes 369D near McGregor Point on Maui after the aircraft lost power on May 16, 2005. The pilot and four passengers were not injured.

According to the NTSB, a contaminated fuel sample was discovered two days before the accident, and the maintenance crew examined the helicopter but did not examine and clean the entire fuel system.

That accident was attributed to maintenance personnel who failed to check out the entire fuel system and to make daily quality assurance checks on a fuel storage tank. The tank had a broken cover that allowed water and contaminants to mix with the fuel, according to the NTSB.

Animation: NTSB shows just how close Boeing 737 and Boeing 747 really were at O'Hare



An Atlas Air Boeing 747 and a United Airlines Boeing 737-300 involved in a runway incursion this summer at Chicago O'Hare **came within 35ft** (11m) of colliding, much closer than originally believed, the US National Transportation Safety Board (NTSB) has revealed. To see the animation click here:

<http://www.nts.gov/Events/2006/MostWantedFed/AnimationDescription.htm>

(Right click on mouse, select Open Hyperlick)

In the aftermath of the July 23 incident, US authorities estimated the aircraft came within 200-300ft of each other, although this was understood to be the distance between the fuselages as the 737 passed above the 747, and not the measurement between the widebody's tail and the 737's undercarriage.

Now a three dimensional animated reconstruction of the **runway incursion** is being displayed on the NTSB's web site based on information from the flight data recorder, air traffic communication, recorded radar data, and aircraft performance data.

The computer simulation shows how the United 737, operating as flight 1015, was cleared for takeoff on runway 27L just as the Atlas freighter was crossing the intersection with 27L, after landing on 14R. The 737 was able to take off, but overflew the larger aircraft, clearing the tail by only 35ft.

The information confirms the two aircraft came much closer to colliding than originally thought, says a NTSB spokesman.

NTSB officials believe **controller error caused the incursion**. The agency cites the serious near collision as a reason why the US FAA should implement a runway collision avoidance system that will ensure the safe movement of aircraft on the ground and provide direct warning capability to flight crews.

[NTSB calls for crackdown on runway close calls](#)

November 14, 2006 - The National Transportation Safety Board is calling for **new safety measures** at the country's airports. It issues new recommendations every year. **But this year it is putting a special emphasis on close calls when planes are taxiing on the runway. Those are called runway incursions and the NTSB says there have been far too many.**



At the NTSB meeting Tuesday in Washington, a July 23 incident was closely examined. It was first reported the near miss between two planes at O'Hare was within 300 feet. Tuesday we learned it was much closer than that.



When it comes to airline safety, the National Transportation Safety Board says it is luck that has played the biggest role in avoiding a major airline disaster. Back in July on the runway at O'Hare, two planes missed each other by only 35 feet. In an NTSB video simulation, a United 737 flight carrying 120 passengers was cleared to take off while a cargo jumbo jet just landed on a intersecting runway.

The United pilots lifted off the ground just in time to avoid striking the cargo 747.

"Clearly, that incursion was a horrible incursion that potentially could have resulted in a catastrophic accident," said Mark Rosenker, NTSB chairman. "It was good airmanship by crew and good luck, and again, you can't run our air system on luck alone."

So far, there have been more than 300 near misses, or what the NTSB refers to as incursions, this year.

In the federal agency's most wanted list of safety improvements, runway incursions have once again made the top of the list.

"It is an issue that must be resolved we believe the way to address direct communication with pilot to stop," said Rosenker.

The Federal Aviation Administration is now testing a ground radar system where red lights are activated along the middle of the runway to alert pilots to stop if there is another plane on the runway.

"It's very difficult to taxi over those red lights when they are flashing in your face that warn you there is danger ahead," said Cpt. Vance Page, American Airlines pilot.

The NTSB says the best system is technology that alerts pilots directly in the cockpit. While the FAA is testing different safety systems, it blames lack of funding for deploying new technology.

Early next year O'Hare will get a new improved system, but it only alerts controllers who then have to relay warnings to the pilots.

[Tug ends up under Continental jet at Twin Cities Airport](#)

MINNEAPOLIS (AP) — A Continental Airlines jet will have to be inspected after a tractor-like vehicle got wedged under the plane's nose at Twin Cities Airport.





The tug was preparing to push back the Boeing 737 from a gate at the Lindbergh Terminal **when the accident happened around 5:50 a.m. (Circadian Issue).**

Metropolitan Airports Commission spokesman Patrick Hogan says no one was aboard the jet. The tug driver was not injured.

Hogan said he did not know why the tug was pushing the plane back. The jet was not preparing to fly at the time, he said.

The tug was not near the jet's fuel tanks.

Continental Airlines is based in Houston.

NASA aviation safety system turns 30

WASHINGTON, Nov. 9 (UPI) -- NASA's Aviation Safety Reporting System is now 30 years old and **widely used by pilots and other airline employees to identify potential safety hazards.**



Established in 1975 in cooperation with the Federal Aviation Administration, the confidential reporting system collects, analyzes and responds to voluntarily submitted aviation safety incident reports.

"Since the implementation of the Aviation Safety Reporting System in 1976, more than **474,000 reports** have been submitted by **pilots, mechanics, air traffic controllers, flight attendants and other airline personnel,**" said Linda Connell, ASRS director.

During its 30-year existence, ASRS has **issued more than 2,500 safety alerts** to the commercial and private aviation community and approximately 42 percent of the alert recipients have taken action to correct the hazardous condition and **improve safety.**

"The ASRS is the largest repository of **aviation human factors incidents** in the world," Connell said. "The system has conducted more than 5,800 database searches for government agencies, students, research organizations, aircraft manufacturers and a wide variety of other organizations.

"We're particularly proud that in the 30 years of its existence, the ASRS has never breached the confidentiality of its reporting system."

[Five airlines grounded in Nigeria](#)



LAGOS, Nov. 19 (Xinhua) -- The Nigerian Civil Aviation Authority (NCAA) has suspended airline operating certificates of [five domestic carriers to sanitize the ailing aviation industry](#), local media reported on Sunday.

The affected airlines are Sosoliso, IRS, Space World, Fresh Air and Dasab. The NCAA revoked ADC's certificate on October 30 after its B737-200 aircraft crashed in Abuja one day earlier, killing 98 people.

The NCAA at the weekend withdrew the certificates for what it described as their ["flouting safety rules, \(and\) operation of one airplane."](#)

Sosoliso was specifically [accused of using bad tires in the fleet of its aircraft which recorded an air crash on Dec. 10, 2005 which killed 108 people, including more than 60 teenage students.](#)

Managing Director of Sosoliso Airlines Oscar Ikwemesi confirmed the suspension, but explaining that the airline's management was meeting with the NCAA to resolve the problem.

The affected airlines' billboards had been removed from their counters at the domestic wing of the Murtala Muhammed Airport, Lagos.

Aviation Minister Femi Fani-Kayode said on Friday at his maiden interactive forum with journalists that he was going to [be firm in the area of aviation safety](#), adding that he would give the aviation regulatory body "all the necessary backing to sanitize the industry."

Fani-Kayode said he was happy that the NCAA autonomy bill had been signed into law by President Olusegun Obasanjo on Wednesday. He, however, reiterated that more domestic carriers would be giving internationally lucrative routes, noting that the airlines would only grow if they were given choice routes.

Monday Morning Blues

A new study found that sleeping-in on Saturday and Sunday can disturb your body clock, leaving you fatigued at the start of the week. According to the study, many people try to pay off the “sleep debt” they accumulate over the course of the work week during the weekend. While sleeping in can help you pay off this debt, it also comes at a cost: **Monday morning fatigue**. When researchers examined the hormones of people who sleep in on the weekend, they found their body clocks had been delayed by 45 minutes creating an effect similar to jet lag. (AAP, “Weekend sleep-ins ‘cause fatigue” Sydney Morning Herald, October 6, 2006)



Shiftworkers often experience something similar to the “Monday morning blues” when they rotate to a new shift start time, especially if it’s the night shift. Research has shown that the **first two night shifts** are the hardest (and the **most dangerous**) for shiftworkers to get through. I

FERRY PILOT JAILED FOR FATAL CRASH

Working under the influence of alcohol or drugs that cause impairment can result in a lifetime of guilt if an employee's actions injure or kill others. It also can put that person in prison.

A ferry pilot convicted of manslaughter in connection with a fatal ferry crash in New York Harbor was sentenced to 18 months’ jail and his boss was ordered to serve a year and a day after being convicted of related charges.



Assistant Capt. Richard Smith, **who was fatigued and taking painkillers**, blacked out at the controls of the Staten Island ferry on Oct. 15, 2003. The ferry, carrying 1,500 passengers, slammed into a concrete pier at full speed, killing 11 passengers and injuring dozens of others.

Court heard the painkillers he was taking - **Tramadol and Tylenol PM - list drowsiness among their possible side effects**. Smith pleaded guilty to a charge of negligent manslaughter. The 57-year-old assistant captain who apologized in court to families of those killed and injured, fled the accident scene and tried to end his life by slashing his wrists and firing a pellet gun into his chest.

"I will regret for the rest of my life that I did not just call in sick," Smith told the court before he was sentenced. "I was on the wheel. I was responsible. I stand ready to suffer the consequences."

Patrick Ryan, former ferry director, also apologized to the court. He was sentenced to a prison term of a year and a day for failing to enforce a rule mandating that two ferry pilots be controlling the ship during a docking procedure. Smith was alone in the wheelhouse and not conscious when the crash occurred.

BOTTOM LINE:

As a supervisor a great deal of responsibility for ensuring your workers are working sober and are fit for duty rests on your shoulders. **As this case shows, one doesn't need to drink alcohol or take illegal drugs in order to be a workplace disaster waiting to happen**. Remind your crew members that certain medications they may be taking - **including certain cold medicines - can seriously impair their judgment**. Often, **alternate products that do not cause impairment are available**.

LADDER SAFETY

What Your Workers Need to Know to Stay Safe

November is a fall month in more ways than one. It seems that November is the peak season for emergency department visits for falls from a ladder, accounting for an estimated 30 visits per day in the province of Ontario alone. This is the finding of a recent study from the Canadian Institute for Health Information.

Of course, ladder safety and ladder incidents — whether they happen at work or at home — are a major concern throughout the year. So it is always timely to conduct a ladder safety talk with your



workers. Here's a look at what you should cover in such a talk.

The Importance of Choosing the Right Ladder

The first step in doing any job correctly and safely is pre-planning. In the context of ladder safety, that involves selecting the ladder that's appropriate for the job. So your safety talk should start out with a discussion about which ladders to use for which tasks.

Ladders must be of the right:

- Length (it's important for workers to understand that the ladder length and the maximum working length or highest standing level are not the same);
- Strength (for example, some lightweight ladders are only designed to hold a maximum of 200 pounds);
- Type (it's important for workers to understand the differences between, say, step and extension ladders); and
- Materials (for example, metal ladders should never be used near electrical power sources).

The Importance of Inspecting Ladders

Remind workers to inspect ladders before using them, regardless of which ladder they choose for the job. Tell them to check:

- **The shoes – all of them!** First, workers should check their own shoes. Warn them not to wear leather soles because they're often slippery and unsafe and to ensure that their shoes are free of mud, grease, oil and snow. Tell them that if they're working with electrical equipment, they need to make sure there are no nails or screws lodged in the soles of their shoes. Once they're done checking their own shoes, workers need to check their ladders' shoes. Ladders should have non-skid safety feet and be in satisfactory condition. Warn workers not to use a ladder whose safety feet are loose or worn.
- **Inspect the whole ladder**, including the side rails for flaws and cracks, and the rungs for looseness. A twisted or distorted aluminum ladder (especially a long one) is extremely hazardous and should never be used.
- **Check for sharp edges** on side rails or rungs. These can usually be filed down. But if extensive repairs are required, they should always be done by a qualified service person.

- **Check pulleys and extension locks on extension ladders** to ensure that they're functional and in proper working order. Ropes should be replaced if they show signs of aging or wear.
- **Watch for dents, rust or corrosion.** Some chemical compounds such as potassium hydroxide, hydrochloric acid, sulfuric acid and ammonia are known to corrode and weaken aluminum over time.
- **Look for loose rivets and fastenings** and other signs that the ladder needs replacing.

10 Tips for Safe Ladder Use

Once workers choose and inspect their ladder, they must be sure to use it safely. Here are 10 tips you can give them to ensure they do:

1. **Don't overreach.** One of the most common unsafe practices committed by ladder users is overreaching. This is especially likely to occur when the worker is painting or working on a project that progressively gets farther away from the ladder. A good rule to remember is to keep your belt buckle between the rails and move the ladder as the work requires.
2. **Place the ladder correctly.** Correct placement is a very important factor in ladder safety. When setting up a portable ladder, workers should place it on a solid, level base. A straight ladder should be placed so that the distance from the base of the ladder to the wall is equal to one fourth of the distance from the base to the point of support. (That is one foot out for each four feet of height.) The ladder should be long enough to allow three feet above the point of support.
3. **Secure the ladder.** Tell workers to anchor the top and either tie the bottom down or have someone hold it. Warn them not to attempt to move a ladder while they're still on it!
4. **Don't climb to the top.** Workers should understand that on a straight ladder, the top three rungs are for holding onto, not for standing on. When working on a step ladder, the spreaders should always be securely locked into place. Workers should never climb past the third rung from the top.
5. **Keep contact.** Explain that safe climbing demands both hands and both feet! When ascending or descending a ladder, workers should always be facing the ladder and take only one step at a time.
6. **Don't carry objects in your hands.** Workers should also wear a safety belt. Tell them to carry their tools on a belt or a pouch and not in their hands. Another solution to this problem is a tool basket. The climber needs only to carry up a hand line which can be then be used to pull tools up or down. This must be done carefully so tools are not dropped onto a person below.



7. **One at a time.** One person should be on a ladder at a time. Let workers know that if they must speak to someone, they should climb down the ladder and have their discussion on the ground.
8. **Don't paint ladders.** Remind workers that paint can conceal defects or cracks. Instead, use shellac or varnish as a preservative.
9. **Get rid of defective ladders immediately.** Inform your workers that defective ladders should be removed from service immediately and tagged to prevent even temporary use.
10. **Protect yourself.** Workers can't always control the actions of others, but there are certain things they can do to protect themselves while they're on a ladder. Explain that if they must work on a ladder near a doorway, they need to make sure to lock the door, barricade it or hang warning tape across it with a sign telling others they are behind the door. Rope off the area, allowing plenty of room to work in. Consider using a watchman to guard the area and, if necessary, hold the ladder while the worker is on it.

Conclusion

Don't let the unsafe use of ladders be your workers' downfall! Teach them how to use the right ladder for the job and how to inspect it for defects. Also make sure your crew know the proper steps to report and replace defective ladders. And remind them to follow these safety tips when they're stepping up to clear out the gutters at home this weekend.

END